

# Sequence of Events for the RVSM Approval Process

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# Sequence of Events

→ Reference Handout:

→ RVSM Approval Process Events:  
Non-US Operators

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator Establishes Need to Obtain Approval to Conduct RVSM Operations
- Operator Contacts Aircraft Manufacturer or Design Organization
  - Manufacturer advises operator on availability of airworthiness approval documents (e.g., Service Bulletin, Supplemental Type Certificate)
  - Manufacturer advises operator whether aircraft is covered by group approval or is considered as a non-group aircraft

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- If aircraft manufacturer does not develop the airworthiness approval documents or if operator does not elect to use manufacturer services, operator contacts approved design organization
- Note: Aircraft Engineering Packages have been approved for most airline and business jet aircraft types/groups
  - See Aircraft Engineering Packages on RVSM website

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator contacts the appropriate civil aviation authority to arrange a pre-application meeting to discuss requirements for approval
  
- See 91-RVSM paragraph 11c

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator obtains appropriate airworthiness approval document (e.g., SB, Aircraft Service Change (ASC), STC)
- For In-service Aircraft:
  - Operator conducts inspections or aircraft modification as identified in airworthiness approval document (e.g., SB)
  - If required in airworthiness document, operator revises continued airworthiness program for aircraft type or group

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator adopts **Continued Airworthiness practices** identified in 91-RVSM paragraph 10 and **Operating Practices (pilot/dispatch) and procedures** identified in paragraph 11 and appendix 4
- Operator adopts RVSM policy and procedures applicable to each specific area of operation
  - Normally published in State AIP's and/or NOTAMS

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Operator develops plan for aircraft altitude-keeping performance monitoring
- Options for monitoring will be to over-fly ground based units or to use GPS-based Monitoring Units
- Monitoring completed for other areas of operations can be used for DRVSM monitoring purposes

# Sequence of Events for the Operator/Aircraft RVSM Approval Process

- Approximately 60 days in advance of start of operations, operator submits its application to appropriate CAA for operational approval
- CAA reviews application
- When operator completes appropriate requirements, CAA grants operational approval

# Sequence of Events

- CAA registers RVSM approved airframes and operators on RVSM Approvals Database and...
- when appropriate, provides database information to Regional Monitoring Agency

# Approval for New-to-the Operator Areas of Operations

- See Documents Applicable to All Approvals
- See “RVSM Area New to the Operator”
- Aircraft approved for RVSM are approved for world-wide operations, however...
- Operators must adopt and revise policy and procedures specific to new areas of operation

# Example FAA Approval for New Area

- For Operations Specifications holders, RVSM authority listed in OpSpecs B050 (Authorized Areas of Enroute Operations)
  
- For General Aviation operators, initial authority for RVSM operations provided in Letters of Authorization (LOA's)
  
- LOA's are NOT issued for individual areas of operation

# Operational Issues for New Area of Operations

- RVSM floor, ceiling and horizontal boundaries
- Policy for exclusion or operation of unapproved aircraft.
- Flight planning policy
- Pilot Procedures:
  - In-flight contingencies
  - Weather deviation
  - Wake turbulence

# Part 129 Operators

- 129.11 requires operations per ICAO Annex 6 Standards
- Annex 6 calls for “State of the Operator” to authorize RVSM operations
- Part 129 OpSpecs content and processing under AFS Hq discussion
- 129.14 calls for FAA approval of maintenance programs for foreign operators of **US-registered aircraft used in common carriage**

# Part 129 Operators

→ RVSM operational approval and airworthiness approval (or any other special authorization (CAT II/III, RNP, etc) must first be granted by the foreign air carrier or operator's civil aviation authority (CAA). The FAA will then authorize the operation in United States airspace (12 mile limit) via operations specifications. With respect to maintenance programs, the aircraft maintenance program must be approved by the state of registry.

# Part 129 Operators

- In the case of a foreign air carrier or operator who operates United States registered aircraft, the FAA as the state of registry must approve the maintenance program in accordance with section 129.14. the FAA will approve the maintenance program via operations specifications before an operational approval can be granted by the foreign civil aviation authority.

# Additional Subjects

- RVSM maintenance procedures at airports in new area
- Monitoring requirements
- RVSM approvals data base